

***Citizen's Committee Comments  
October 26, 1999 Working Session***

| Flip Chart Notes   | Addressed | New | Roadway | Transit | TDM | BikePed |
|--|-----------|-----|---------|---------|-----|---------|
|  |           |     |         |         |     |         |
| <b>Yellow Team</b>   |           |     |         |         |     |         |
| Roadway -- widen 1/L   | ●         |     | ✗       |         |     |         |
| Transit -- relocate park-and-rides off I-405 into community                          |           | ●   |         | ✗       |     |         |
| Incentives for private transit   |           | ●   |         | ✗       |     |         |
| Remove regulatory constraints for private transit                                    |           | ●   |         | ✗       |     |         |
| Oppose truck lanes   |           | ●   | ✗       |         |     |         |
| Truck lanes between I-5 and I-90   | ●         |     | ✗       |         |     |         |
| Minimize construction impacts  |           |     |         |         |     |         |
| Better/faster state patrol investigation of incidents                                |           | ●   |         |         | ✗   |         |
| Vision barrier   |           | ●   | ✗       |         |     |         |
| Barrier/separation between bike and vehicle  |           | ●   | ✗       |         |     | ✗       |
| S/w across freeway   |           | ●   | ✗       |         |     |         |
| Grade separation for additional lanes  |           | ●   | ✗       |         |     |         |
| Maximize right-of-way, including expanding right-of-way                              |           | ●   | ✗       |         |     |         |
| Regional TDM program (not fragmented programs)                                       |           | ●   |         |         | ✗   |         |
| Remove 1/L, build up arterials   |           | ●   | ✗       |         |     |         |
| Dedicate transit/HOV access for ex. access points                                    |           | ●   |         | ✗       |     |         |
| Incentives for non-commute TDM   |           | ●   |         |         | ✗   |         |
| Additional N/S arterial  |           | ●   | ✗       |         |     |         |
| Additional lane each direction without access (between I-90 and SR 520 express lane) | ●         |     | ✗       |         |     |         |
| Bellevue to SeaTac express lane  | ●         |     | ✗       |         |     |         |
| Airline service Snohomish-SeaTac   |           | ●   | ✗       |         |     |         |
| TOD's  |           | ●   |         | ✗       |     |         |
| Incentives for TOD's   |           | ●   |         | ✗       |     |         |
| KF's plan for I-405  | ●         |     | ✗       |         |     |         |
| Cautionary implementation of pricing or parking strategies                           | ●         |     |         |         | ✗   |         |
| Improve feeder service to ST, limit transfers  |           | ●   |         | ✗       |     |         |
| Improve 1/c for general purpose  |           | ●   | ✗       |         |     |         |
| Bike lockers at park-and-rides   |           | ●   |         |         |     | ✗       |
| <b>Blue Team</b>   |           |     |         |         |     |         |
| Integrate with EKC study   | ●         |     | ✗       | ✗       | ✗   | ✗       |
| Improve 167/405  | ●         |     | ✗       |         |     |         |
| All entrances/egress to I/C (improve IC performance)                                 |           | ●   | ✗       |         |     |         |
| 50% more capacity  | ●         |     | ✗       |         |     |         |
| Standard # of lanes all portions of freeway  | ●         |     | ✗       |         |     |         |
| Reduce congestion from current projections as well as duration                       |           |     |         |         |     |         |
| Standard to maintain -- no lower than 30 mph   |           |     |         |         |     |         |
| Intergovernmental coordination and adopted in local plans                            |           |     |         |         |     |         |
| Better arterial system (multimodal) to keep overflow off freeway                     | ●         |     | ✗       |         |     |         |

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| Operational improvements in arterials, especially on approaches to freeway |           | ●   | ✗       |         |     |         |
| Express lanes whole length of freeway (limited access)                     | ●         |     | ✗       |         |     |         |
| Reversible express lanes   | ●         |     | ✗       |         |     |         |
| Double-deck 405  |           | ●   | ✗       |         |     |         |
| Arterial intersections near freeways limit some movements                  |           |     |         |         |     |         |
| Flyover ramp at urban arterials  |           | ●   | ✗       |         |     |         |
| HOT lanes  | ●         |     | ✗       | ✗       |     |         |
| Extend ramp metering -- especially where helpful for queuing               |           | ●   | ✗       |         |     |         |
| Add truck-only lanes (as in LA)  | ●         |     | ✗       |         |     |         |
| Finish (and fund) all HOV lanes  | ●         |     | ✗       |         |     |         |
| Finish (and fund) direct access ramp (expand extent)                       | ●         |     | ✗       |         |     |         |
| Widen state highways, e.g. 202 and major arterials                         | ●         |     | ✗       |         |     |         |
| Have light rail parallel 405   |           | ●   |         | ✗       |     |         |
| Expand transit direct access beyond Sound Transit plan                     |           | ●   |         | ✗       |     |         |
| Increase capacity at park-and-rides  | ●         |     |         | ✗       |     |         |
| Co-development of park-and-rides with retail -- get out of neighborhoods   |           | ●   |         | ✗       | ✗   |         |
| TOD  |           | ●   |         | ✗       | ✗   |         |
| Bike overpasses of freeway   |           | ●   |         |         |     | ✗       |
| Parallel bike lanes to 405   |           | ●   |         |         |     | ✗       |
| Linkages of non-mot from park-and-rides to employment                      |           | ●   |         | ✗       |     | ✗       |
| Non-mot as part of arterial plans  |           | ●   |         |         |     | ✗       |
| Regional plan for 20 yrs. to prevent wasteful changes needed later         |           |     |         |         |     |         |
| HOT lanes/toll roads/congestion pricing                                    | ●         |     | ✗       | ✗       |     |         |
| Parking changes at major employers by taxation if necessary                |           | ●   |         |         | ✗   |         |
| Regional gas tax   |           | ●   |         |         | ✗   |         |
| Private park-and-rides   |           | ●   |         | ✗       |     |         |
| Invest in safe, appealing transit centers/stops                            |           | ●   |         | ✗       |     |         |
| Use air space over freeways and park-and-rides                             |           | ●   |         | ✗       |     |         |
| <b>Green Team</b>  |           |     |         |         |     |         |
| Horrendous is not an option  |           |     |         |         |     |         |
| Understand what we're trying to protect                                    |           |     |         |         |     |         |
| Significant improvements must occur (it must be demonstrable)              |           |     |         |         |     |         |
| Reduce congestion  |           |     |         |         |     |         |
| Accommodate increased # of trips (50% more trips)                          |           |     |         |         |     |         |
| Address freight mobility, especially at south end                          | ●         |     | ✗       |         |     |         |
| Question assumption that we have to have growth                            |           |     |         |         |     |         |
| Toll roads   |           | ●   | ✗       |         |     |         |
| Help trucks get up hills faster  | ●         |     | ✗       |         |     |         |
| Express lanes  | ●         |     | ✗       |         |     |         |
| Segregate truck traffic  | ●         |     | ✗       |         |     |         |
| Find alternate corridors (arterials)                                       | ●         |     | ✗       |         |     |         |
| Connect sidewalks independent of road building                             |           | ●   |         |         |     | ✗       |
| Add more lanes   | ●         |     | ✗       |         |     |         |
| Diversify throughout Regional Express get rid of HOV lane                  |           |     |         |         |     |         |
| Make more off-ramps  | ●         |     | ✗       |         |     |         |

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| Put short trips onto arterials   | ●         |     | ✗       |         |     |         |
| Take the bus   |           |     |         |         |     |         |
| Make bus free; increase gas tax a lot (\$5 a gallon)   |           | ●   |         | ✗       |     |         |
| Separate transit from general flow of traffic (in town and highway)                            |           | ●   |         | ✗       |     |         |
| Stations should blend lt/heavy rail  |           | ●   |         | ✗       |     |         |
| Eliminate gas tax and sales tax on cars. Have car manufacturers build roads (own and maintain) |           | ●   | ✗       |         |     |         |
| Open up HOV lanes during non-peak hours  |           | ●   | ✗       | ✗       |     |         |
| Eliminate interchanges   |           | ●   | ✗       |         |     |         |
| Specifically address 167 interchange   | ●         |     | ✗       |         |     |         |
| Stop giving tax breaks that encourage growth   |           |     |         |         |     |         |
| Add lanes on arterials (to save neighborhood streets)  |           | ●   | ✗       |         |     |         |
| Complete network   | ●         |     | ✗       |         |     |         |
| Focus improvements on 124th  |           | ●   | ✗       |         |     |         |
| Focus transit suburb-to-suburb   | ●         |     |         | ✗       |     |         |
| Don't rob Peter to pay Paul to support regional transit  |           |     |         |         |     |         |
| Park-and-rides on Seattle side should support eastside employment                              |           | ●   |         | ✗       |     |         |
| More bike capacity west-to-east AM bus trips.  |           | ●   |         | ✗       |     | ✗       |
| Congestion pricing   |           | ●   |         |         | ✗   |         |
| Double or triple park-and-rides  |           | ●   |         | ✗       |     |         |
| Eliminate 3 person carpools  |           | ●   | ✗       |         |     |         |
| Total trip time  |           |     |         |         |     |         |
| "Stop and go" movement   |           |     |         |         |     |         |
| Reduce accidents   |           |     |         |         |     |         |
| Link bike/ped to road expansion  |           | ●   |         |         |     | ✗       |
| Predictability in travel time  |           |     |         |         |     |         |
| Charge employees to park   |           | ●   |         |         | ✗   |         |
| Sucker darts   |           |     |         |         |     |         |
| <b>Red Team</b>  |           |     |         |         |     |         |
| Principles   |           |     |         |         |     |         |
| Take trips off 405 that don't belong   |           |     |         |         |     |         |
| Improve access to transit/park-and-rides   |           |     |         |         |     |         |
| Emphasize TDM to reduce congestion   |           |     |         |         |     |         |
| Remove engineering/design inefficiencies   |           |     |         |         |     |         |
| Make system predictable/reliable   |           |     |         |         |     |         |
| Quick response to accidents/breakdowns   |           |     |         |         |     |         |
| Shoulders  |           |     |         |         |     |         |
| Improve safety by reducing volumes and by good design  |           |     |         |         |     |         |
| Add express lane (limited access)  |           |     |         |         |     |         |
| Don't just shift problem to local arterials  |           |     |         |         |     |         |
| Limited access toll highway from Renton to Woodinville   |           | ●   | ✗       |         |     |         |
| Continue flow of I-405 down 167 as I-405   | ●         |     | ✗       |         |     |         |
| Collector-distributor for SB 167 traffic exiting I-405   | ●         |     | ✗       |         |     |         |
| Need to better define objectives so that committee can suggest specific solutions              |           |     |         |         |     |         |
| Evaluate effectiveness   |           |     |         |         |     |         |
| Provide modal choices  |           |     |         |         |     |         |

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| Encourage people to live near where they work  |           |     |         |         |     |         |
| Subsidize relocation for employees (with above)  |           |     |         |         |     |         |
| Work within existing right-of-way  |           |     |         |         |     |         |
| Encourage telecommuting  |           | ●   |         |         | ✍   |         |
| Add one additional lane to I-405 to keep trucks out of inside lane                       | ●         |     | ✍       |         |     |         |
| Provide dedicated truck/commercial lane  | ●         |     | ✍       |         |     |         |
| Add GP lane on 405   | ●         |     | ✍       |         |     |         |
| Add truck HOT lane   | ●         |     | ✍       |         |     |         |
| Add climbing lanes at Kenndale and Woodinville/522                                       | ●         |     | ✍       |         |     |         |
| Add HOV lane to I-405  | ●         |     | ✍       |         |     |         |
| Open HOV to SOV during off-peak  |           | ●   | ✍       |         |     |         |
| Few east/west routes across I-90   |           | ●   | ✍       |         |     |         |
| Expand capacity on parallel N/S arterials  | ●         |     | ✍       |         |     |         |
| Address overflow of 520 traffic westbound PM on NE 24th over Clyde Hill                  |           | ●   | ✍       |         |     |         |
| Connect 140th across Maple Valley  |           | ●   | ✍       |         |     |         |
| Connect 120th across SR522 in Bothell  |           | ●   | ✍       |         |     |         |
| Reduce schedule length to advance recommendation to legislature in November/December '00 |           |     |         |         |     |         |
| High capacity rail Renton to north   |           | ●   | ✍       |         |     |         |
| Reversible lane  | ●         |     | ✍       |         |     |         |
| Elevate rail on structure within existing right-of-way                                   |           | ●   | ✍       |         |     |         |
| Combine transit center with better local feeder van service                              |           | ●   |         | ✍       | ✍   |         |
| Emphasize more "guilt trip" promotion of transit usage                                   |           | ●   |         | ✍       | ✍   |         |